









## SIAM'S FOREIGN TRADE.

The abstract in the Customs Statistics for last year giving the country of origin of the imports, shows a huge increase in the imports from the United Kingdom. In 1902 the value of the British imports was £25,000,000, and last year £25,000,000. But it has to be remembered (says the *Hongkong Times*) that of that total something like £25,000,000 was represented by bullion. As regards ordinary goods Britain shared very reasonably in the year's increase, adding to her trade by some £25,000,000 as compared with the year before. Including bullion as much as 15 per cent of the imports came from the United Kingdom, as compared with 9 per cent in 1902, and 11 per cent in 1901. Last year 34 per cent of the imports came from Singapore, and over 28 per cent from Hongkong, both these imports showing a decrease for once. Possibly the explanation may be that greater attention is now being given by importers to the declaration of the country of origin; hitherto a great many people have contented themselves with filing in the name of the transhipment port. Germany sent 5.3 per cent of the total imports as compared with 4.4 per cent in the year before. China had the next most important share in the trade and that import also shows a considerable increase. Being well over the three million mark. India sent over two million to the worth of goods as usual, but less than in the year before which the Dutch Possessions and Switzerland sent over a million each worth. Of the exports little more can be said than that they went to the two ports of transhipment, 46.4 per cent, going to Hongkong and 39.4 per cent to Singapore. The direct export to India increased very largely, coming at it did over 6 per cent of the total. The headings for the United Kingdom and Germany account for another 6 per cent, and the other countries for 3 per cent left for the other countries to which the exports went.

## LATE TELEGRAMS.

**A Driving Fatality at Delhi.**  
Delhi, April 4. Mr. Stanley M. Delft, of the firm of Messrs. Hedges, Butler & Co., died this morning from severe injuries sustained early yesterday forenoon whilst driving. The facts appear to be that he was driving a motor car near the Hazratganj Canal down the Rajpur Road, and when passing the Kashmir Gate, the car fell on the side of his head, fracturing the base of his skull. The reins and harness were found broken, and it is supposed to be the cause of the mishap.

## Opening of the Federal Parliament.

London, March 25.—The King has ordered Mr. Tom Roberts' picture of the opening of the Federal Parliament to be exhibited at the National Gallery. The Marquis of Linlithgow (Lord Hopetoun) and Lord Tennyson will, on behalf of Australia, present the picture to the King in the autumn.

## The Reunion Cyclone.

March 28.—The devastation caused by the cyclone which recently swept the French island of Reunion proves to have been more complete than was at first reported. The damage to property is estimated at £21,000,000. Dennis, the capital, is destroyed. Ninety persons were killed. The bridge *Entre-deux-Iles*, 1,160 tons, was caught in the outskirts of the cyclone which devastated the French island of Reunion. She lost her main and mizzen topmasts, and put into Port Louis, in Mauritius, for refuge.

## Explosion in a Squib Factory.

An explosion, caused by the throwing of a squib into a store-room, occurred yesterday at the Dickson Squib Factory at Saratoga, Pennsylvania, U.S.A. Twelve girls were killed by the explosion.

## The Plague in Bombay.

Bombay, April 8.—After declining considerably for a fortnight, the plague has taken a sharp upward turn. Last week there was an advance of 254 in the death-rate, bringing the total up to 1,785, of which 1,135 was plague. Still the city is much better off than this time last year, when the mortality was 2,063, and present figures are more than 800 better than those of the quinquennial period. There are signs that the regular abatement of the epidemic associated with the hot weather has begun.

SIR.—Do you remember before we were married, dear—He—Why it's among my happiest recollections.

**ZMOLE TOOTH POWDER.** A perfect antiseptic dentifrice, cleanses and preserves the teeth.

**RIGAUD'S White Lick**  
EXTRACT

This fugitive and delicate perfume is persistent as an extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

**RIGAUD & Co.**  
10,000  
PARIS  
For sale by A.B. Watson & Co., Chemists.

## JALINE

FOR THE DISINFECTION OF  
DRAINS, WATER CLOSETS,  
LAVATORIES, FLOORS,  
WALLS, GUTTERS, Etc.

It is the most Recommendable  
and Cheapest

## DISINFECTING FLUID

FOR GENERAL HOUSEHOLD USE.

A LOTION OF 2 PER CENT.  
IS SUFFICIENT.

Recommended by Sanitary Authorities.

Available in One Gallon Tins or in Casks  
of about 49 Gallons.

PRICE ON APPLICATION.

**LUTGENS EINSTAMM & CO.,**  
SOLE AGENTS.

14, DES VAREUX ROAD, HONGKONG.

Hongkong, April 9, 1904. 685

Pelham House,  
FAMILY HOTEL,  
WYNDHAM STREET,  
M. MOORE,  
Proprietress.

**HOTEL ORAIGIEBURN.**

PLUNKET'S GAP, THE PEAK

near the TRAM TERMINUS. TELEPHONE 56

For Terms.

Apply to the MANAGER, 741

**THE WAYERLEY HOTEL,**

102 HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and

Exceedingly Spacious Rooms.

Very MODERATE TERMS TO FAMILIES

by the DAY or MONTH.

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CARBONIC ACID  
in iron drums

WAYS IN STOCK AT MODERATE PRICES.

Special Arrangements for Season-Contracts.

**GROSSMANN & Co.**

**WELLY & WALSH, LTD.**

NEW BOOKS BY ENGLISH MAIL.

Manchuria and Korea, by H. J. ... 0.80

Encampments Made Easy; Illustrated ... 3.09

The Sirdar's Club, by A. R. Green ... 1.75

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David Macleod, by J. S. Fletcher ... 1.75

Abraham, by J. S. Fletcher ... 1.75

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Keat by J. Hocking ... 1.75

The Revellers, by L. Tracy ... 1.75

The White Wolf, by G. ... 1.75

The Red Chieftain, by Somerville ... 1.75

and Ross ... 1.75

Love Letters (the Past) ... 4.70

Levin's Epitome of Freemasonry ... 3.00

The New Par-Est, by A. Dwyer ... 3.00

COLONIAL OFFICE LIST, 1904 ... 9.00

Later Mages, by Prof. Hoffman ... 9.90

Hall's International Law, New Ed. 18.50

Systematic Memory, by T. Madhock ... 9.90

Steam Carriages and Traction Engines, by W. Fletcher ... 13.00

The Stability in Ships, by Sir E. J. ... 20.00

50 Years Progress and the New ... 2.20

Paid Policy, by Lord Brassey ... 2.20

The Phil May Fable of Characters ... 18.50

A.C. with a Biography ... 18.50

CRABBY MIXTURE ... ARDATH TOBACCO

Established over Half-a-Century.

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## The Life of Trade.

A ONE-TIME order, like one blow of the

hammer on the head of the nail, makes

an impression, but it is only the con-

tinuous insertion of the advertisement,

like the continuous pounding on the

head of the nail, that drives the argu-

ment home and clinches it.

The BEST Medium for Advertising is

## China Mail.

Read by all Classes in the Colony

and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

## PRINTING

## PRINTING

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## Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

## China Mail Office

5 WYNDHAM STREET,

HONGKONG.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	dispatch-boat	1790	—	3700	Comdr. O. de B. Brock	Hongkong
Albion	battleship, 1st class	12,950	18	13,500	Captain T. H. M. Jernam	Mira Bay
Algerine	ship	1050	8	1400	Commodore R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Mira Bay
Blenheim	cruiser, 1st class	9000	12	13,000	Captain F. G. Stopford	Hongkong
Brantford	gunboat, 1st class	710	4	1300	Lieut. Comdr. E. M. L. Lake	Hongkong
Britannia	gunboat, 1st class	10,700	14	13,000	Lieut. Comdr. T. D. Pratt	Shanghai
Cornwall	cruiser, 1st class	12,000	14	21,000	Captain Egan	Mira Bay
Cressy	cruiser, 1st class	390	—	370	Captain Henry M. Tudor	Mira Bay
Cherub	water tank and tug	5000	11	9600	Captain Robert H. S. Stokes	Hongkong
Edinburgh	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Bator	Hongkong
Esperanza	ship	1580	12	1700	Comdr. P. V. Jones, D.S.O.	Hongkong
Fane	torpedo boat destroyer	12,950	10	13,500	Captain W. A. Carter	Mira Bay
Fearless	torpedo boat destroyer	275	8	4000	Lieut. Comdr. H. L. Well	Wharfedale
Glorious	torpedo boat destroyer	275	8	4000	Comdr. J. D. Dainton	Wharfedale
Hammer	torpedo boat destroyer	1640	—	800	Lieut. Comdr. C. Anser	Wharfedale
Janus	torpedo boat destroyer	280	8	3900	Lt. Comdr. G. B. Powell	Wharfedale
Kinshasa	river gunboat	14,100	—	31,800	Hon. N. G. Stopford	Wharfedale
Leviathan	cruiser, 1st class	180	2	800	Lt. Comdr. G. G. Webster	Wharfedale
Moorehead	battleship, 1st class	12,950	18	13,500	Captain T. B. Greet, R.N.	Wharfedale
Ocean	torpedo boat destroyer	350	8	6500	Lt. Comdr. G. G. Calderington	Shanghai
Orion	ship	1016	8	1400	Commodore W. H. Nicholson	Hongkong
Phenix	ship	855	8	650	Captain Morris H. Smyth	Sandakan
Rambling	ship	880	10	1400	Comdr. D. St. A. Wake	Canton
Rinaldo	river gunboat	85	2	240	Lt. Comdr. John P. Irwin	Shanghai
Robin	ship	85	2	240	Comdr. T. Jackson	Shanghai
Rosario	ship	85	2	240	Capt. C. H. H. Moore	Mira Bay
Sandpiper	river gunboat	3600	8	9000	Lt. Comdr. Davidson	Wharfedale
Sirius	cruiser, 2nd class	355	8	6500	Commodore Di Ken	Hongkong
Snipe	torpedo boat destroyer	280	8	6500	Lt. Comdr. E. V. Dugmore	Wharfedale
Sparrowhawk	torpedo boat destroyer	280	8	6500	Capt. J. A. C. Wilkinson	Wharfedale
Taku	cruiser, 2nd class	5600	11	9600	Lieut. Forbes	Huiphong
Talbot	receiving ship	4600	6	—	Capt. Leslie Stuart, C.M.G.	Singapore
Tanar	river gunboat	180	2	500	Comdr. S. St. John Varguher	Hongkong
Tesla	cruiser, 2nd class	3400	8	9000	Lieut. Comdr. A. B. Barker	On a cruise
Thetis	coast defence gunboat	333	3	300	In Reserve	Hongkong
Tweed	battleship, 1st class	12,950	18	13,500	Lieut. Comdr. Hugh Somerville	Hankow
Yungango	ship	880	10	1400	Lieut. Comdr. Wason	Yasun
Yusuf	torpedo boat destroyer	355	8	6500		
Waterwitch	surveying ship	620	—	450		
Whitite	torpedo boat destroyer	360	8	5900		
Woodcock	river gunboat	150	2	500		
Woodhark	river gunboat	150	2	500		

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtle	Obefoo
Acheron	French armoured gunboat	1798	—	—	Comdr. Latorre	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	475	3	450	Lieut. Crespin	Canton
Avalanche	French gunboat	580	—	—	Lieut. Jourdet	Saigon
Bengali	French gunboat	580	—	—		Saigon
Bugeaud	French cruiser	3740	29	9000	Capt. Lefevre	Shanghai
Casse-tete	French gunboat	—	—	—	Captain V. Poidlone	Shanghai
*Chateaufort	French gunboat	8018	18	—	Commodore Lancel	Haiphong
Comete	French gunboat	680	—	—	Commodore Guthrie	Saigon
Decidue	French gunboat	—	—	—		Haiphong
Esperon	French cruiser	—	—	—		Haiphong
Henri Riviere	French gunboat	1250	6	2200	Commodore Le Gollier	Haiphong
Kersaint	French gunboat	9700	12	19,500	Captain Cros	Haiphong
*Montcalm	French cruiser	4015	27	8500	Capt. Housset	Sh



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**ACHEE & CO**

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No. 17,

QUEEN'S ROAD,

HONGKONG.

**Furniture**

**Dealers.**

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE

RETRO-PLATED,

GLASS and

CHINA WARE

PASTEUR'S MICROBE

PROOF FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH

TOWELS and

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

**WM. POWELL,**

LIMITED.

WE HAVE NOW A

**FULL STOCK**

of all the Newest

**SPRING**

**NOVELTIES.**

**SUMMER**

**MUSLINS.**

**LIGHT DRESS**

**GOODS.**

**Lace Stoles,**

**Sunshades,**

**Novel Ribbons.**

We have absolutely the

**Largest Selection**

of

**Muslins, Drills,**

**Piques, etc.**

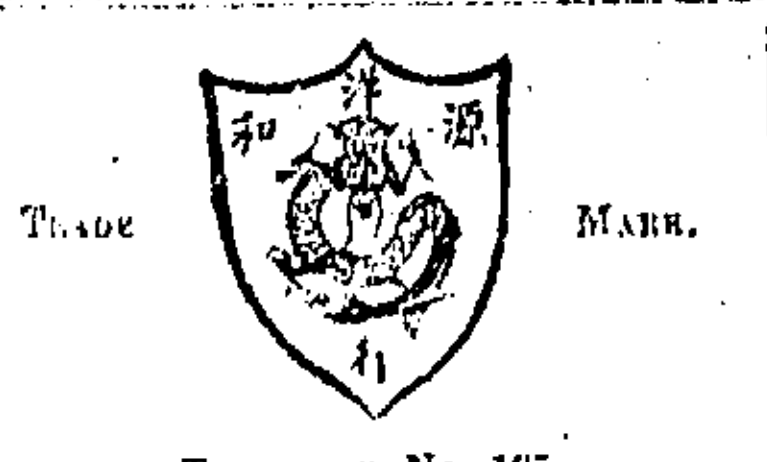
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**PLEASE SEND FOR**

**SAMPLES.**

**WM. POWELL, Ltd.,**

84, QUEEN'S ROAD,



THREE PLACED WHISKIES:

**KING EDWARD VII.**

**VERY OLD LIQUEUR**

Gold Label \$22.00

**KING EDWARD VII.**

**LIQUEUR**

White Label \$16.50

**CLUB**

\$15.00

SOLE AGENTS:

**H. PRICE & CO.,**

12, Queen's Road Central,

MEMOS FOR TO-MORROW

Auctions.

At Mr. G. P. Lamport's Sales Rooms,

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**BIRTHS.**  
On 28th April, at the 'Acacias,' Robinson Road, Kowloon, the wife of W. King, of a Son.  
On the 21st April, at Anfield Lodge, Grange Road, Singapore, the wife of H. W. Noos, of a Son.

The publication of this issue commenced at 5.25 p.m.

**The China Mail.**

HONGKONG, THURSDAY, APRIL 28, 1904.

SEVEN months ago, when we published our special article on 'Railways in South China' and pointed out the danger to this Colony if a rival port, with a railway terminus, were established in the vicinity of Hongkong, we did not expect that public attention would so speedily concentrate upon the subject. The bare possibility of a rival port was sufficient to arouse one to the fact that the commercial future of Hongkong was threatened, but it is not always the obvious that stirs a community to activity. On the 11th of September, we wrote:

'What effect are the railways to have upon Hongkong? If Canton or Whampoa becomes the terminus of the Grand Trunk Railway, we think it is by no means improbable that traffic which would find its natural course through Hongkong may be handled elsewhere unless time is taken by the forelock and the long-projected railway constructed between Kowloon and Canton. In this regard, Hongkong is in the hands of the concessionaires, who will build the railway when prospects are sufficiently favourable in their opinion to warrant the outlay of capital. A railway is needed for the development of the New Territory. We do not know whether the Government can exercise any influence upon the concessionaires, but it seems to us that if this could be done, now is the time to bring that influence to bear. The people of Hongkong have every reason to welcome the new railways in the hinterland, and the chief cause of regret is that the principal schemes are not promoted by British capital.'

This was the key note for the agitation that has been carried on by the Press and the public during the past seven months. While some extravagant things have been said and blame imputed where, perhaps, it was not deserved, it seems to have been recognised by all who are interested in the prosperity and future development of the Colony that the Colonial Government, the principal commercial and semi-political bodies, and the general community that no time should be lost in pushing on the construction of the short railway line to connect Hongkong with the shipping port of South China, with Canton, the metropolis of the south. A writer in *The Engineering Magazine* for December, writing of the Canton Hankow Railway, says: 'A necessary complement to the Yueh Han Railway is the continuation to Hongkong. In the interests of that Colony, this line should be undertaken at once, before Canton or Whampoa can become established as the terminus, for if either of these places becomes the chief distributing centre of South China, the commercial value and importance of Hongkong will be seriously endangered.'

The promptitude with which the Chamber of Commerce took up the question is to be commended, so also is the manner in which the Chairman, Mr. Hewett, has identified himself with it. We do not think it would have been unbecoming on the part of Mr. Hewett or the other speakers to acknowledge the part the Press has played in opening up the question and keeping it before the public. We do not mean the local Press in particular, for the London newspapers, and notably *The Times*, have also helped to awaken public interest to Hongkong's danger—but it is evident to anyone who has given the subject the slightest attention that without the assistance of the Press it is doubtful if this vital project will ever be started. So long as we were assured—as we were—that the gentlemen who held the concession were doing all they possibly could to raise capital to carry out the work within reasonably early limits, we refrained from condemning them for the delay they have shown. Great as were the interests involved so far as the Colony was concerned, it was undesirable that blame should be imputed to the concessionaires for holding on to their concession and keeping rivals out of the field; but we gather from Mr. Hewett's speech at yesterday's meeting of the Chamber of Commerce that the concessionaires have failed to raise the necessary capital and that, in consequence, the construction of this much-needed railway is postponed indefinitely. It is almost unnecessary to point out what this means to Hongkong. The extract which Mr. Wheeler read from Messrs. Albert and Co.'s circular shows how

easily and quickly the current of trade may be shifted, and we repeat what we said in September last that if Hongkong allows a rival port to become established in its neighbourhood, the Colony may say goodbye to the unrivalled pre-eminence it has maintained for so many years as the chief port and distributing centre of commerce for South China. Mr. Hewett did not leave the subject without repeating the practical suggestion that was made in these columns months ago. We believe that if the Imperial Government will agree to the suggested guarantee of interest the capital for this railway project would be forthcoming, either locally or in London, and if there is no likelihood of the scheme being carried out in any other way we would suggest, since the development of the New Territory is so closely bound up in the railway, that the Government's attitude should be put to the test by a formal resolution in the Legislative Council. The unanimity of the Chamber of Commerce is sufficient to convince the Government of the earnestness of the community in the scheme.

**LOCAL AND GENERAL.**

**Notes by the Way.**

A Capetown telegram intimates that Major General Sir E. Brabant, Commandant General of the Cape Colonial Forces, is retiring on a pension.

**The Corona Club.**

The fifth annual dinner of the Corona Club will take place at the Hotel Cecil on Tuesday, June 21, when Mr. Lyttelton, M.P., Secretary of State for the Colonies, will preside.

**Departure of the Fleet.**

Four battleships, the *Gloucester*, *Albion*, *Centurion*, and *Devonshire*, and two cruisers, the *Amphitrite* and *Seydlitz*, left for Mira Bay to-day. The battleship *Venezuela* arrived to-day from Mira Bay.

**Another New Governor.**

It is announced in the *London Gazette* that the King has been pleased to appoint Major General Sir Robert Macgregor Stewart, K.A., K.C.B., to be Governor and Commander-in-Chief of the Bermudas or Somers Islands.

**University Chess Match.**

The annual match between Oxford and Cambridge resulted in a win for Cambridge by 4½ to 2½ games. Only two games were won outright, the others being drawn, and Cambridge men were the winners. Cambridge has now won 21 times, and Oxford 9.

**Cross-Country Running.**

The second annual International cross-country contest took place at Haydock Park over an 8½ mile course. A. Shrubbs, the English champion, came in a long way ahead, and England had an easy win on points. The order of merit was:—1. England, 57 points; 2. Wales, 102 points; 3. Scotland, 113 points; 4. Ireland, 120 points.

**Sherwood Foresters.**

The following notification appears in the *London Gazette*:—The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment).—Lieut. M. B. Rimington is seconded for service with the Indian Army. Supernumerary Lieut. R. McE. Porter, to be Lieutenant, vice M. B. Rimington.

**A Danger to Shipping.**

Captain W. H. Brown, of the steamer *Kashan*, which arrived this morning from Tientsin and Chefoo, reports that at 1 p.m. on the 27th April, in lat. 22° 43' 46" N., long. 116° 31' 0" E., Kupchi Point bearing N. 23° E., distant six miles, he passed a large spar floating vertically, about 15 feet showing above water and evidently attached to a submerged wreck. Surely the Chinese authorities are investigating this wreck, which has already been reported by several shipmasters.

**Band at King Edward Hotel.**

By kind permission of Lt. Col. Ironmonger and Officers, the Band of the 33rd Burma Infantry will play the following programme of music at the above Hotel, during dinner, on Friday, the 29th April, weather permitting:—March, 'The Washington Post'; Overture, 'Der Koenig's Liebes-Weib'; Selection, 'Flower Song'; Selection, 'An der Weser'; Selection, 'The Bell of New York'; Valse, 'Glade de Dijon'; Dance, 'The Sun Feast'; Dance, 'God Save the King'.

**Prepare for Emergency.**

WHAT would you do if taken off by a severe attack of Colic or Diarrhoea, and your physician could not be readily summoned? Provide yourself with a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy, and you will then be prepared for such an emergency. During the summer months children are subject to disorder of the bowels, and should receive the most careful attention. As soon as any looseness of the bowels is noticed, Chamberlain's Colic, Cholera, and Diarrhoea Remedy should be given. When children are teething they have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera, and Diarrhoea Remedy. For sale by all chemists and medicine vendors. WATKINS Ltd., General Agents.

**BY TELEGRAPH.**

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER, via DOMRAV.

[Received on April 27, 6.6 p.m.]

**THE BUDGET DEBATE.**

**GOVERNMENT NARROWLY ESCAPES DEFEAT.**

**Agitation Against the Tea Duty.**

London, April 27.

The Government majority fell to 38 last night in a snatch division on the report stage of the Income Tax resolution, which was agreed to by 121 votes to 83.

The majority included nineteen Liberal members.

Mr. Thomas Lough, Liberal Member for West Islington, in moving a reduction of the tea duty to sixpence, declared that the country was more agitated against this item in the Budget than anything else.

[Under the Budget, it is proposed to raise the tea duty from 6d per lb. to 8d per lb.—E.M.]

[REUTER'S SERVICE.]

**OBITUARY.**

London, April 26.

The death is announced of Rear-Admiral Henry May.

**THE WAR.**

A telegram from General Kuropatkin says that the Japanese during the last few days have been actively preparing to bridge the Yalu and to effect a passage at various points near Wiju. Two companies of infantry and a small detachment of cavalry have actually crossed fifty kilometres below Sianpoushik, upon which the Russian outposts were strengthened.

**RUSSIAN SUBMARINES.**

A telegram from Port Arthur to St. Petersburg says that experiments with submarine boats have been a brilliant success. This is the first intimation that submarines were at Port Arthur, although it was reported weeks ago that the late Admiral Makaroff had requested some to be sent by rail.

[If the success of the experiment is on a level with the Russian 'successes' of the past three months, then we may be prepared for some startling results.—E.M.]

**THE KING'S VISIT TO IRELAND.**

The King and Queen landed at Kingstown in torrents of rain, but met with a most enthusiastic welcome.

**THE AUSTRALIAN MINISTRY.**

A Labour Ministry has been formed in Australia, the Attorney-General being the only non-labourite member.

**International Hockey.**

England and Scotland drew at Glasgow—2 goals all.

**Wireless Telegraphy.**

Messages have just been sent, with absolute clearness and without any mistakes, from Heligoland to a ship in Hamburg harbour and to Amsterdam simultaneously, the distance covered being over three hundred and ten miles.

**'Smiler' Hales.**

We understand that 'Smiler' Hales, war correspondent for the *Daily News*, London, has been granted a permit to go to the front. Other correspondents received permits two months ago and are still in Tokyo.

**Billiards.**

When the last mail left England, the score in the first match at Manchester between H. W. Stevenson and C. Dawson stood as follows:—Stevenson 10,376; Dawson 9,468. The match is one of 18,000 up. The biggest break so far is Dawson's 481.

**Amateur Tennis Championship.**

At the Queen's Club, West Kensington, on the 28th ult., Mr. Eustace H. Miles met the challenger, Mr. Vane Pennell, in the match for the Tennis Championship. After a very close struggle, Mr. Miles, who had held the Championship for five years, was beaten by three sets to two, the scores in favour of Mr. Pennell being—0-6, 6-2, 1-6, 6-5. Mr. Miles failed to play up to his best form.

**Long-Distance Dancing.**

The inevitable German statistician has been devoting his attention to the question of dancing, and the result is a series of calculations as to the net mileage covered by the youth and beauty of the Fatherland in prosecuting their favourite pastime. According to this masterly arithmetic, the average distance danced by each person in a pas de quatre is 875 yards; in a polka 660, in a mazurka 1,030, and in a waltz 1,300 yards. The longest of all is a quadrille, in which each person is to dance a mile and a quarter. A quadrille in Germany must be rather a serious matter! If any unending mortal dances straight through a ball from 10 p.m. to 5 a.m. without missing a single dance, round or square, he will have covered something like twelve miles. Verily, as Wordsworth has finely said, some of us are athletic beyond the intention of our thought!

**STEARNS' WINE** strengthens the nerves, increases appetite, stimulates digestion. Try it now.

**NURSING INSTITUTE.**

**A Rift in the Lute.**

Considerable heat was infused into the discussion on the question of housing of the nurses at the general meeting of the subscribers to the Hongkong Nursing Institute, held at the City Hall yesterday afternoon.

Dr. Stedman was in the chair, and there were also present Dr. Jordan, Mr. and Mrs. Pinckney, Mr. and Mrs. Marcus Slade, Mr. H. W. Slade, Mr. and Mrs. Maxon, Mr. Siebs, Sir Paul Chater, Mr. and Mrs. Danby, Lady Goodman, Mr. Harrison, Mr. Kadoorie, Mrs. Gooz, Mrs. B. Wright, Mr. and Mrs. Peter, Mr. Sharp, Mr. Johnstone, Mrs. Hastings, Mrs. Badley, Mr. Cruickshank, Mr. Gresson, Mrs. Ormiston, Messrs. Tomes, J. H. Lewis, Forbes, Smith, and Gilson.

The Chairman in opening said that he regretted to say that he was the only member of the committee opposed to the scheme of a house for the nurses, therefore he would vacate the chair for Dr. Jordan.

Dr. Jordan then took the chair and stated that three years previously a public meeting had been called under the presidency of Dr. Stedman to form a Nursing Institute, to-day called the Hongkong Nursing Institute. With subscriptions they had then been able to bring out two nurses who were housed in the Tseung Koon Ouk Hospital. In 1902 the Government voted a grant in aid



## THE HONGKONG GENERAL CHAMBER OF COMMERCE.

The annual meeting of members of the Hongkong General Chamber of Commerce was held yesterday in the Chamber of Commerce, City Hall, Mr. A. Hewitt (chairman) presided, and there were also present Messrs D. R. Law (vice-chairman), J. R. M. Smith, R. C. Wilcox, A. G. Wood, N. A. Sieb, and H. E. Tomkins (committee), Mr. A. R. Lowe (secretary), Messrs A. Forbes, T. Cochrane, W. H. Dixon, A. S. Milner, E. W. Mitchell, E. H. Hinde, G. W. F. Playfair, W. D. Graham, J. H. Michael, A. Murray, Murray Stewart, G. Ellis, G. Currie, E. Ormiston, E. S. Wheeler, Taro Hironaka, C. H. Thompson, W. Danby, A. Haupt, G. H. Dunn, A. J. Raymond, G. C. Mosson, J. J. Leitch, H. P. White, D. F. Brown, W. S. Harrison, C. A. Tomes, H. Skott, G. de Champlain and others.

The Secretary having read the notice calling the meeting.

The Chairman said: Gentlemen, the first business before the meeting is a purely formal one, to compare the report of the last annual meeting, May 1903, and the report of a special meeting held on 12th August, 1903, with regard to the election of a representative of the Chamber of Commerce on the Legislative Council.

The minutes of these meetings were published at the time and I take it you will hold them as read. I beg to say that the proposition was agreed to.

Mr. D. R. Law moved, and the motion was agreed to.

The Chairman said: Gentlemen, the report of the Chamber for last year has been in your hands for some days and we will therefore with your permission take them as read. I will offer a few remarks on the more important questions which have engaged the attention of your Committee during 1903, and will then ask those members who wish to do so to address the meeting.

For the sake of convenience I will take the various matters dealt with in the report in the order.

The question of the proposed sugar convention has recently engaged the earnest attention of the Committee. In order that full production under this convention be secured for any important local sugar industry, certain suggestions have been made to the Government with a view to the possible rights of the future rather than to the actual needs of the present.

At our last meeting we had to express regret that the Hongkong Government declined to accede to our request that all those employed as pilots in the waters of the Colony should be licensed. As you are aware the Chairman has again urged this, and a bill has recently been introduced into the Legislative Council dealing with this important question.

The ordinance appears to fully meet the requirements of the case, and we trust it will not be long before the pilots are placed on a satisfactory footing.

Next last His Excellency the British Minister to China, while on his return to Peking, was good enough to agree to meet the Committee of the Chamber and in the report will be found the address presented to him which dealt with a number of important questions.

Mr. Ernest Satow fully discussed these various questions and expressed his desire to do all possible to further the interests of our trade with China, and his readiness to give full consideration to such representations as the Chamber might make to him.

Last summer the Viceroy of Canton being anxious to increase the revenue of the Province endeavored to revise the illegal taxation on foreign opium introduced in the previous year by his predecessor.

The excuse for this impost being one very generally put forward by the native officials when additional funds are required, is "The payment of the war indemnity." A telegram was at once despatched to H. B. M. Charge d'Affaires at Peking protesting against this proposed violation of treaty and, thanks to the prompt action of Mr. Townley and the British Consul General at Canton, the tax has been "suspended," but it is very evident that it will be necessary for the Chamber to continue to keep a careful watch upon our trade relations with China in order to prevent the officials from levying illegal taxes when pressed for funds.

As mentioned at our last annual meeting the question of the compulsory adoption of an official code vocabulary drawn up by the Telegraph Companies has been again before us and a telegram was therefore sent to the London Chamber of Commerce protesting on behalf of the Colony against this proposal.

The object of the proposed code has been so universal among business communities that it is to be hoped this vexatious question has been finally disposed of. With regard to the currency question, since our last meeting the decision of the Secretary of State for the Colonies has been given, which is to the effect that "It was out of the question to entertain the idea of adopting a gold standard for Hongkong while China retained her silver standard."

As a first step therefore towards a reform of the currency in China a memorial from the Chamber of Commerce of Tientsin, Shanghai and Hongkong has been forwarded to the Diplomatic Body at Peking stating that no further action is to be taken in providing a uniform currency for China, and the placing of the Provincial Mints under the control of the Central Government, but it is with regret that we find up to the present nothing further has been done in this direction.

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mittee intend to again address the Government on this subject, and on further consideration the reasonableness of their request will be admitted. They feel convinced that in this matter they rely on the support of all those members of the Chamber who are directly interested in shipping (applause). We are glad to be able to record that the Government has, after considerable correspondence, agreed to effect certain improvements in the signalling of storm warnings, and that the practical experience which will be obtained during the approaching typhoon season may show that the change effected will result in all that has been hoped for it. One other point affecting the shipping requires to be dealt with. I refer to the Inebriate Immigrants Ordinance. This Bill as originally put before the Legislative Council was of such a nature as to give rise to the greatest uneasiness on the part of those whose business it is to protect the interests of shipping, and who are naturally opposed to any such ordinance. The Bill was unanimously signed by the shipping companies here represented, and while the Bill was not abandoned, as we had hoped might be the case, still very important modifications were obtained in committee, and we can only regret that the efforts of our representatives in the Legislative Council were not more successful. I consider it necessary to specially direct attention to this Bill, as the whole prosperity of Hongkong so largely depends upon the facilities and encouragement given to shipping to visit the port. I fear that this fact is sometimes lost sight of, and that from time to time attempts at legislation are suggested and not infrequently carried out, calculated to impose undue restrictions and expenditure on the shipping, which in the aggregate form such a tax, either by loss of time or by actual expenditure, as to tend to discourage shipping from visiting the Colony. It must be remembered that the position of Hongkong as a distributing centre is not irreparable. This is a point which cannot be too strongly urged. Turning to questions of a wider interest which still closely concern the welfare of our Colony I would refer to the opening of Hongkong as a treaty port, and the establishment of a number of ports of call on the West River to the benefit of the large and increasing traffic passing the traffic. It is but right that acknowledgment should be made of the manner in which the officials of the Imperial Maritime Customs have endeavored to prevent difficulties arising in connection with the work of opening this port and also of the able assistance rendered by Mr. Fox, H. H. N. (Colonel) (Applause). While on the question of new treaties I would also mention that the Committee of the Chamber has addressed the British Minister at Peking with regard to the advantage which would accrue to the Colony through the opening of Wanchow to foreign trade. You will recollect that Article VIII of the Shanghai Treaty of 1859 provided for the opening of this city, but as it will probably be some time before this section of that Treaty becomes operative the Committee consider efforts should be made to have Wanchow opened without further delay. I would add that in our opinion the Treaty port area should also include the sister city of Kowloon. The question of piracy on the West River continues to be one requiring constant attention, though I am glad to be able to add that during the past year complaints of this nature have not been so frequent as in the past. During the last few weeks however there have been some cases of piracy and it is evident that the local Chinese officials have been attempting to seriously deal with the evil. The only means of finally disposing of this question is to break up the piratical villages, the positions of which are perfectly well known to the Chinese authorities. Although considerable time has elapsed since the question of the removal of the barriers in front of the Chinese frontier has been officially taken up by this Chamber, we understood privately that matters were progressing favorably and that before long the barriers would be removed. We regret to find that in this in other matters of hope for improvement no advance has been made by the local Chinese officials. While most scrupulously respecting the sovereignty of the territory of the Treaty limiting our relations with China the native officials constantly evade their own obligations whenever possible. The delay in removing the barriers is yet one more instance of their bad faith, and it is to be hoped that the necessary steps will be taken to compel the Chinese to remove the barriers within the time stipulated by treaty. The improvement in the lighting of the Canton River is another question which requires attention, and we have reason to believe that the importance of this has not been lost sight of and that steps are being taken both by the Imperial Government and the Chinese Imperial Maritime Customs to deal with the great increase which has of recent years taken place in the steamer traffic between Hongkong and Canton renders it more than ever necessary that this improvement should be effected with the least possible delay (Applause). Progress with the new Commercial Treaty with China has been slow and the present political situation in the Far East is not calculated to facilitate matters in this respect. The text of the New American and also the Japanese Treaties has been published and while some objections have been made to certain omissions in the former they are both in some respects improvements on the British Treaty. It is satisfactory to find that the payment of duties in silver is ensured under the terms of these Treaties. We understand that the German Treaty will also shortly be ready for signature but so far as I am aware the text has not yet been published. The agitation now being carried on at home with regard to the fiscal policy of the Empire has naturally attracted much attention in this Colony, and while the time has not yet arrived to deal seriously with the question we have good ground for stating that the majority of the British business community here is agreed that a change should be made so as to place British trade on an equality with the trade in the world's markets. I need only cite as an example one section of our business, viz., shipping. It is obvious that if we are to hold our position against foreign competitors equal facilities should not be granted them with our shipping in British ports unless we in turn receive in their ports the same favourable treatment accorded to our shipping for shipping. (Applause). This in the majority of cases is denied to us. The whole question of fiscal reform is as yet very much in the clouds but nevertheless very nearly concerns the Colony, and the Committee will therefore continue to follow closely the movement at home and should it ultimately be decided to seriously deal with the whole question, no doubt, full opportunity will be offered us to give our views on any matter which is calculated to affect the prosperity of Hongkong. It must of course always be borne in mind that Hongkong, while a British Crown Colony, is chiefly a port of the world's trade, and its local productions are practically nil and its manufactures limited. An enormous volume of trade, a large percentage of which is non-British, centres here for distribution to China, Philippines and other non-British territories, and consequently we must strain every nerve to

attract this foreign trade to our port, and we cannot in our own local interests therefore regard this question of fiscal reform from the strictly Imperial point of view which may be possible or desirable in other outlying portions of our Empire. I have reserved to the last what I think you will all agree is to Hongkong the most important question as far as this Colony is concerned that has arisen during the past few years although it has not as yet been formally dealt with by this Chamber. I refer to the proposed Canton-Kowloon Railway. (Applause). Throughout the whole of China we see new railways being projected and in some cases actually completed, mainly, I regret to say, by the enterprise of those other than British. The race is to the swift and we cannot grudge the well-earned success of our commercial rivals who under other flags press forward where our British investor apparently fears to tread. This British investor, however, is not a passive one, and he does not put his money in the aid that other Governments tender their nationals, while our Foreign Office refuses to give us equal support, it is not perhaps surprising that British concessions for railways in China languish while we see foreign capital freely going into railways in China, and in view of the aid that other Governments tender their nationals, while our Foreign Office refuses to give us equal support, it is not perhaps surprising that British concessions for railways in China languish while we see foreign capital freely going into railways in China, and in view of the aid that other Governments tender their nationals, while our Foreign Office refuses to give us equal support, it is not perhaps surprising that British concessions for railways in China languish while we see foreign capital freely going into railways in China, and in view of the aid that other Governments tender their nationals, while our Foreign 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refuses to give us equal support, it is not perhaps surprising that British concessions for railways in



## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBÉ (passing through the INLAND SEA)	Peru A. L. VALENTINI	About 2nd May. Freight only.
LONDON & SHANGHAI	Multu C. L. DANIEL	May 7th. See Special Advertisement
SHANGHAI	Sinla F. R. SCHUMER	About 7th May. Freight and Passage.
LONDON & ANTWERP, Via SUEZ, PANG, CLO, AND PORT SAID	D. H. W. SNOW	About 11th May. Freight and Passage.

For further Particulars, apply to

P. &amp; O. S. N. Co.'s Office, Hongkong, April 28, 1904.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GERMANY, LONDON, LIVERPOOL, GERMANY, TRIESTE, GENOA, PORTS in the NORTH and SOUTH AMERICAN PORTS.)

CLOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

## FOR HAVRE AND HAMBURG.

S.S. "Humboldt" 12th May, 1904. Freight.

## FOR HAVRE, BREMEN AND HAMBURG.

S.S. "Muhlenberg" 17th May, 1904. Freight.

## FOR HAVRE AND HAMBURG.

S.S. "Humboldt" 12th May, 1904. Freight &amp; Passage.

## FOR HAVRE AND HAMBURG.

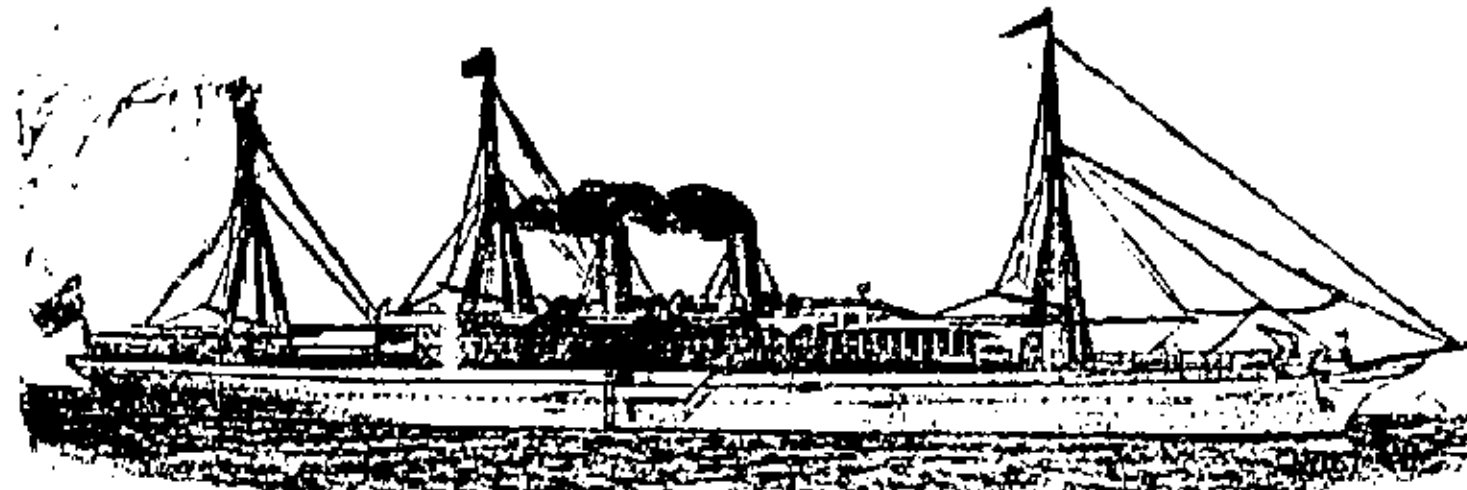
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## FOR HAVRE AND HAMBURG.

S.S. "Muhlenberg" 17th May, 1904. Freight.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

Callings at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

Empress Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 Days across the Pacific.

R.M.S. EMPRESS OF JAPAN 6000 Tons—Wednesday, May 11, 1904.

R.M.S. EMPRESS OF CHINA 6000 Tons—Saturday, May 21.

R.M.S. EMPRESS OF INDIA 6000 Tons—Wednesday, June 1.

R.M.S. EMPRESS OF JAPAN 6000 Tons—Wednesday, July 13.

Hongkong to London, 1st Class, via St. Lawrence 250, via New York 282.

Intermediate on Steamers, 440, at 440, at 440.

The largest "EMPEROR" STEAMSHIP passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

Passenger booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

For further information, Maps, Guides, Booklets, Rates of Freight and Passage,

apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, April 27, 1904.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ &amp; YOKOHAMA; FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ARABIA 4483

AROGONIA 5198

NUMANTIA 4370

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian

and United States Points. For through rates of Freight and further information,

communicate with or apply to

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, April 5, 1904.

## OSAKA SHOSEN KAISHA.

## REGULAR STEAMSHIP SERVICE

## BETWEEN HONGKONG, SOUTH CHINA

## COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, Via SWATOW AND AMOY.	M. STUVE	SUNDAY, 1st May, at 10 a.m.
ANPING, Via SWATOW AND AMOY.	TRITON	WEDNESDAY, May 4, at 10 a.m.
TAMSAI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 8th May, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, May 11, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been engaged instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Company's Local Branch Office, at No. 4, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, April 27, 1904.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	DEUCALION	1st May.
GLASGOW AND LIVERPOOL	ULYSSES	7th May.
GLASGOW AND LIVERPOOL	TEENKAI	13th May.
GLASGOW AND LIVERPOOL	CAUCHAS	15th May.
GLASGOW AND LIVERPOOL	DARDANUS	21st May.
GLASGOW AND LIVERPOOL	YANOTZE	28th May.
GLASGOW AND LIVERPOOL	DIOMEDE	3rd June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	ANTENOR	10th May.
GENOA, MARSEILLES & LIVERPOOL	ACHILLE	20th May.
LONDON & ANTWERP	ALCINOUS	24th May.
GENOA, MARSEILLES & LIVERPOOL	PROMETHEUS	7th June.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	14th June.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NUKI, KORE & YOKOHAMA.	CAUCHAS	17th May.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, April 19, 1904.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CERU AND HONGKONG	WUZHANG	29th April, Noon.
MANILA AND SHANGHAI	SUNSHINE	30th April.
NINGPO AND SHANGHAI	JIANG	3th April.
SHANGHAI	TAIWAN	2nd May.
SWATOW AND TIENTSIN	CHIRU	7th May.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	THAN	9th May.
YOKOHAMA AND KOBÉ	CHANGSHA	11th May.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARE'S, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, April 27, 1904.

## IMPERIAL GERMAN MAIL LINE

## NORDDEUTSCHER LLOYD.—BREMEN.

STEAM FOR SINGAPORE, PANG, COLOMBO, ADEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates. 1904.

BAYERN ... WEDNESDAY, 25th May.

OLDENBURG ... WEDNESDAY, 8th June.

SACHSEN ... WEDNESDAY, 22nd June.

ZIETEN ... WEDNESDAY, 6th July.

SEYDLITZ ... WEDNESDAY, 20th July.

ROON ... WEDNESDAY, 3rd Aug.

PREUSSEN ... WEDNESDAY, 17th Aug.

PRINZ REGENT LUITPOLD ... WEDNESDAY, 31st Aug.

PRINZ HEINRICH ... WEDNESDAY, 14th Sept.

GNEISENAU ... WEDNESDAY, 28th Sept.

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship

BAYERN, Captain K. HEINTZ, with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd May, Cargo

and Specie will be received on Board until 5 p.m., on TUESDAY, the 24th May,

and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th

May.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers &amp; Co., Agents.

1947

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## VIA

## MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	9608	W. M. Smith	May 21.
TREMONT	9608	T. W. Garlick	June 28.
LYRA	4417	G. W. Williams	August 4.
SHAWMUT	9608	W. M. Smith	September 1.
TREMONT	9608	T. W. Garlick	October 1.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9608 tons Capt. W. M. Smith About 3rd May.

S.S. TREMONT 9608 tons Capt. T. W. Garlick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell &amp; Co., Limited.

QUEEN'S BUILDINGS, Hongkong, April 16, 1904.

## Shipping.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships.—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	April 30, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	May 7, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes &amp; Co.,

General Managers.

Hongkong, April 23, 1904.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 3, DUNDRELL STREET, HONGKONG.

## REGULAR FOUR-WEEKLY SERVICE BETWEEN

## JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	First half of May.	SINGAPORE AND JAVA PORTS.	First half of May.
TJILATJAP	JAPAN.	First half of May.	SINGAPORE AND JAVA PORTS.	First half of May.
TJIMAH	JAVA, VIA MACASSAR.	Second half of May.	JAPAN.	Second half of May.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to

THE AGENTS,

## Holland China Trading Co.

TELEPHONE No. 201.

Hongkong, April 28, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

CAPTAIN CRAYVEN, will be despatched as

above on FRIDAY, the 29th inst., at

2 p.m.

For Freight, apply to

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, April 23, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, CAL-

CUTTA, BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX;

Also

PORTS OF BRAZIL &amp; RIVER

PLATE.

ON TUESDAY, the 3rd May, 1904,

at 1 p.m., the Company's Steam-

ship ANNA, Captain R. GIBBS, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port for MAN-

ILA, via Ports of Call, without TRANS-

SHIPMENT.

This Steamer connects at COLOMBO

with the Australian Line s.s. Nera, bound

for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for

London as well as for MARSEILLES, and ac-

cepted in transit through MARSEILLES for the

principal places of Europe.

Shipping Orders will be granted till

Noon only on MONDAY, the 2nd May,

Specie and Parcels received until 4 p.m.

on the same day. No Cargo will be re-

ceived on board on TUESDAY.

Parcels are not to be sent on board;

they must be left at the Agency's Office.

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 23, 1904.

BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,

VIA SUEZ CANAL.

THE Steamship

BENALDER

Capt. Mcintosh, will be despatched as

above on or about SATURDAY, the

7th May.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, April 14, 1904.

EASTERN &amp;amp







### Vessels Advertised as Loading.

### Vessels Advertised as Loading.

Vessels Advertised as Loading.			
Co.	Vessels.	Agents.	Date of Leaving.
Am. &c.	Empire (s) .....	Gibb, Livingston & Co.	May 11, at Noon.
Am. &c.	Teinan (s) .....	Butterfield & Swire ..	May 9.
Am. &c.	Bayern (s) .....	Melchers & C ..	May 23.
Am. &c.	Wuchang (s) .....	Butterfield & Swire ..	April 29, at Noon.
L'Pon	Archilles (s) .....	Butterfield & Swiro ..	May 12.
H'burg	Artemisia (s) .....	Hamburg-Am'ka Linie ..	May 20.

Hambourg	Hambourg-Amka Line	May 17.
Strassburg (s)	H-vulburg-Amka Line	May 31.
Tymimi	China-Hland Tyng	2nd half of April.
werp	Butterfield & Swire	May 10.
Alenchor (s)	Butterfield & Swire	May 24.
p. &c.	Gibb, Livingston & Co.	About May 7.
Malta (s)	P. & O. S. N. Co.	May 7, at Noon.
Formosa (s)	P. & O. S. N. Co.	May 7, at Noon.
Annam (s)	Messageries Maritimes	May 3, at 1 p.m.
Saigon	Gibb, Livingston & Co.	May 11, at Noon.
Empire (s)	Doddwell & Co. Limited	About M y 3.
Shawmut (s)	Shewan, Tomes & Co.	April 30, at 10 a.m.
Itabi (s)	Shewan, Tomes & Co.	May 7, at 10 a.m.
Zobro (s)	Butterfield & Swire	April 29.
Sungking (s)	Doddwell & Co. Ltd.	April 29.
Shimono (s)	Doddwell & Co. Limited	April 29.
Yamaguchi (s)	Doddwell & Co. Limited	April 29.
Yamaguchi (s)	Jarvis, Matheson & Co.	April 29, at 3 p.m.
Yamaguchi (s)	Shewan, Tomes & Co.	May 7, at 10 a.m.

Canal	Brail Huel (a)	Standard Oil Co.	About May 12.
Changhian	chang (s)	Butterfield & Swire	April 30.
Changshun	(s)	Butterfield & Swire	May 2.
Chihli	(s)	Butterfield & Swire	May 7.
Ching	Simla (s)	P. & O. S. N. Co.	About May 7.
Chong	Yung Ernest Smith	Whitbreads	About May 2.
Calcutta	Catherine Apar (s)	D. Sassoon, Sons	May 10 a.m.
Choria	de, & Tijuana (s)	Chin Hai Land T'ing Co.	First half of May.
Tamsui	M. Struve (s)	Osaka Shosen Kaisha	May 1, at 10 a.m.
Anping	Triplos (s)	Osaka Shosen Kaisha	May 1, at 1 a.m.
Tamsui	Triphof (s)	Osaka Shosen Kaisha	May 8, at 10 a.m.
Chong	(s)	Osaka Shosen Kaisha	May 11, at 1 a.m.
Taiwan	Halong (s)	Douglas	April 30, at 4 p.m.
Tacoma	Shawmut (s)	DeWells & Co. Limited	May 1.
C.	de, & Athenian (s)	Canadian P. & R. Co.	April 27.
C.	de, & Empress of Japan (s)	Canadian P. & R. Co.	May 11.
C.	de, & Tartar (s)	Canadian P. & R. Co.	May 21.
Chihli, Kobe	Pan (s)	P. & O. S. N. Co.	About May 2.

1896 .. Shanghai (s) .....	Bateman & Sime ..	May 11.
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Founders' shares	750 £	1 £	1 310	price & buyers
INFRANCES.				
Insurance Office Co., Ltd.	10,000	\$ 250	\$ 2185	buyers
Insurance Co., Ltd.	10,000	\$ 83.33	\$ 25	65 buyers
Insurance Co., Ltd.	10,000	2 15	£ 274	£ 274, sellers
Insurance Society, Ltd.	10,000	250	100	\$ 335, sales
Insurance Association, Ltd.	8,000	\$ 100	60	\$ 1335, buyers
INFRANCES.				
Insurance Co., Ltd.	20,000	\$ 100	20	\$ 834, sales
Insurance Co., Ltd.	8,000	\$ 250	60	\$ 236, sales
INSURANCE, etc.				
Insurance Deck Co. Ltd.	50,000	\$ 60	all	\$ 212, buyers
Insurance Co., Limited.	8,000	\$ 25	25	\$ 47, sellers
Insurance Co., Ltd.	6,000	\$ 63	63	\$ 824, sellers
Insurance Co. & Co. Ltd.	55,700	Th. 100	Th. 100	The 146, buyers
INSURANCE, etc.				
Insurance S. S. Co., Ltd.	{ 30,000	{ 50	{ 50	{ \$ 214, sellers
Insurance Co. Limited	20,000	\$ 50		

Steamboat Co., La.	80,000	£	50	all	£280, sellers
N. Company, Limited	80,000	£	5	15	£220, sales
pany, Ltd. ....	10,000	£	5	10	£200, sellers
and Trading Co., Ltd.	10,000	£	5	10	£21, sales
Finance, Ltd.	100,000	£	1	1	£22, h. nominal
Lighter Co., Ltd.	8,600	£	10	10	£16, buyers
Lighter Co., Ltd.	200,000	Ths.	60	Ths. 60	Ths. 35
Preference.	100,000	Ths.	50	Ths. 60	Ths. 47, buyers
FINANCIAL.					Ths. 46½ sales
Company, Limited, ....	20,000	£	100		£140
Company, Limited, ....	7,000	£	100		£10, buyers
Company, Ltd., ....	7,000	Ths.	60	T	50
MARKS.					£100, sales
Clark & Godwin Co.	30,000	£	50	all	£100, buyers
Wharf Co., ....	20,100	Ths.	100	Ths. 100	Ths. 162½, buyers
ED BUILDING.					
Investment and	60,000	£	100	100	100

any, Building Co., Ltd.	52,000	Tls.	50	Tls.	50	\$140, buyers
Investment Co., Ltd., and Building Com.	6,000	\$	50	Tls.	168	sales
and Building Co., Ltd.	3,784	Tls.	25	Tls.	80	\$36
and Finance Co.	100,000	\$	10	all	168	buyers
ing Co., Limited	5,000	\$	10	\$	24	\$2.70, buyers
	12,500	\$	60	\$	50	\$22, buyers
Tramways Co., Ltd.	1,250	\$	100	all	\$300	
ing Co., Ltd.	60,000	\$	11	\$	11	75 cents, sellers
ference shares	30,000	\$	1	all		25 cents
des Charbon	16,000	Ecs.	250	all		\$500
ing Co., Ltd.	200,000	£	1	18/10		\$6, sellers
Co., Ltd.	12,000	\$	60	all		\$134, buyers
el Ltd. (Tientsin)	2,000	T.Ts.	50	Tls.	160	\$134, buyers

Co., Ltd. (S'hai)	30,000	\$	25	\$	25	\$35, sales
ESKARIE,	50,000	\$				
Co., Limited,	10,000	\$	10	all	\$14, buyers & buyers	
ATING,						
Gas Co., Ltd.,	7,600	\$	10	all	\$140, buyers	
Company, Limited,	8,000	Tls.	50	Tls.	50	Tls. 115, sales
Co., Limited,	30,000	\$	10	10	\$13, buyers	
new issues	30,000	\$	10	5	\$7, buyers	
D. CHANET,						
ment Co., Ltd.,	50,000	\$	10	\$	\$23, sales	
MANROUS,						
Eastern Agency,	8,804	\$	12/8	£12/6	\$5, sellers	
Oriental Agency,	5,000	\$	10	\$	\$24, buyers	
Co., Ltd.,	100,000	\$	10	\$	10	\$115, sellers
Farm Co.,	7,000	\$	10	\$	\$13, buyers	
Company, Limited,	10,000	\$	7 1/2	all	\$15, buyers	
	5,000	\$	25	all	\$15, buyers	

orks Co., Ltd.....	7,900	£	20	Tls. 400, sales
Company, Ltd.....	20,000	£	5	81, sellers
anitary Co., Ltd.....	10,000	£	50	all 8140, sellers
Spinning Co., Ltd.....	120,000	£	10	10 814, sellers
inning and Weav.....	20,000	Tls.	50	Tls. 50
on Manufactur.....	10,000	Tls.	75	Tls. 33, sellers
otton Spinning.....	10,000	Tls.	75	Tls. 25
....., Ltd.....	8,000	Tls.	100	Tls. 234
Spinning Co., Ltd.....	2,000	Tls.	500	Tls. 00
Lean Mortgage.....	50,000	£	10	10 89, sales
....., Ltd.....	60,000	£	12	15 89.25, buyers
& Co., Limited ..	1,200	£	10	all 37, sellers
....., Ltd.....	12,000	£	10	10 894, buyers
....., Ltd.....	1,200	£	50	50 850
ong Ice and Cold.....	75,000	£	50	50

Y. Limited .....	10,000	\$	10	\$	10	\$10, Nominal
COMPANIES .....						
.....	67,500	\$	10	\$	10	\$10, buyers
.....	300	\$	500	\$	5	\$200
.....						

Amount.	Value.	Interest	Quotation
888	1/16. 787.200	1/16. 2507	% p. annum. Par

VERNON and SMYTH, Share-Brokers.

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